

Pedestrian Council ANNUAL REPORT

2017

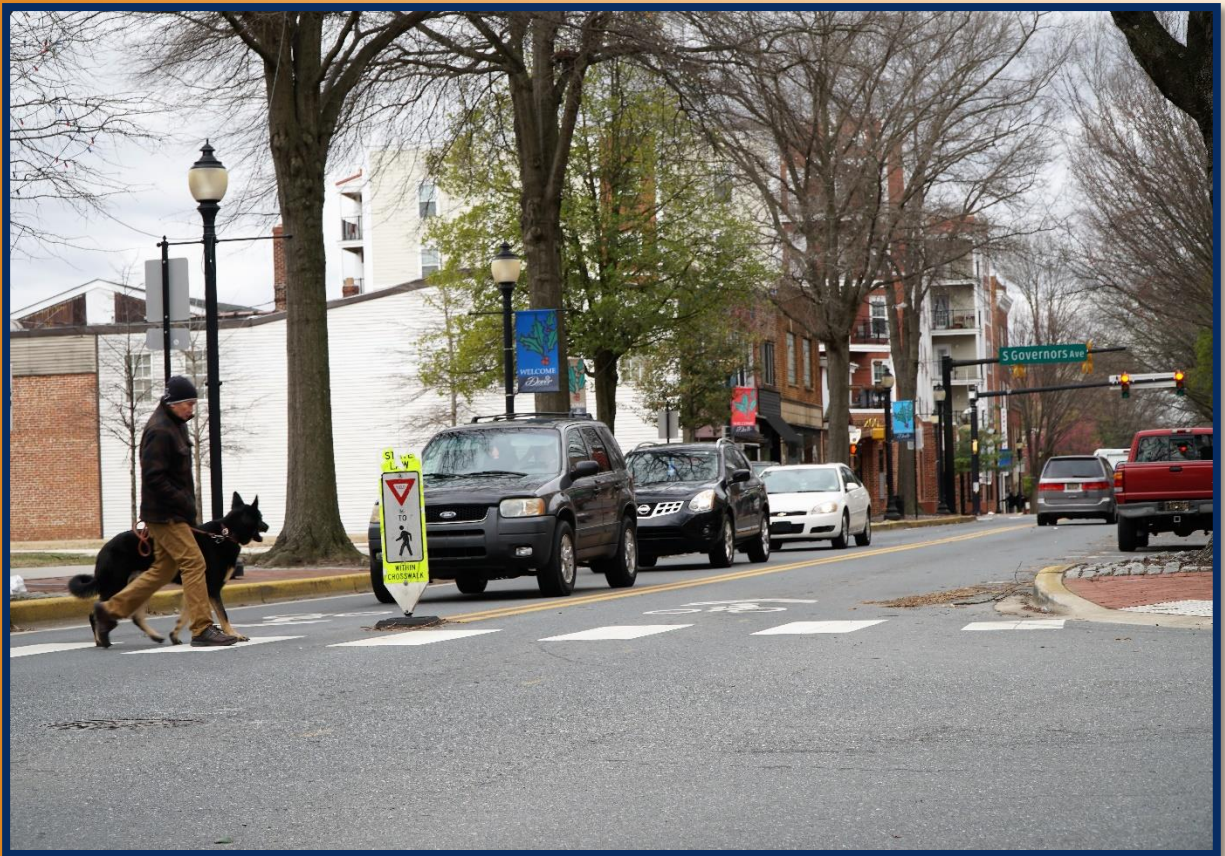


Table of Contents

Executive Summary	3
Key Accomplishments	3-4
Data Presented to and Reviewed by the Pedestrian Council.....	5
Subcommittee Summaries	
Built Environment	6-8
Education and Enforcement.....	8-10
Legislative and Policy	11-15
Topics planned to be discussed in 2018.....	16
Appendices	
Appendix A, Pedestrian Fatalities.....	17
Appendix B, Pedestrian Safety Awareness Month Proclamation.....	18
Appendix C, List of 2017 Pedestrian Council Members.....	19-20
Appendix D, List of 2017 Subcommittee Members.....	21
Appendix E, List of 2017 Support Staff.....	22

Executive Summary

The Advisory Council on Walkability and Pedestrian Awareness (hereinafter referred to as “Pedestrian Council”) was reestablished on October 12, 2015 to address concerns related to the high number of pedestrian fatalities, lack of awareness about pedestrian laws, and desire to improve the walkability of the state.

The Pedestrian Council was charged with advising the Secretary of the Delaware Department of Transportation (DelDOT) on making walking a safe, convenient, efficient, and comfortable means of transportation. Jana Simpler, Director of the Office of Highway Safety (OHS), and Jim Lardear of AAA served as chair and co-chair, respectively, of the council for 2017.

Key Accomplishments

Key accomplishments of the Pedestrian Council in 2017 include the following:

- **Pedestrian Safety Awareness Month.**

Upon the recommendation of the Pedestrian Council, Governor John Carney Jr. declared October 2017 as Pedestrian Safety Awareness Month for the State of Delaware (the official proclamation is attached as an appendix). The recommendation originated from the Education and Enforcement Subcommittee and was approved by the Council. The month of October was chosen to coincide with Walk to School Day (first Wednesday of October every year) and White Cane Safety Day (October 15th). It is also the time of the year when it starts to get dark early and pedestrians are more likely to get struck by vehicles. For 2018, the Legislative and Policy Subcommittee will work with state legislators to pass a bill to permanently declare October as Pedestrian Safety Awareness Month for Delaware.

- **Education and Outreach.**

Data shows that many traffic crashes resulting in pedestrian injuries and fatalities are due to unsafe behaviors by both pedestrians and drivers. With this in mind, the Council continues to explore avenues to educate the public on ways to make walking safer for everyone.

Since children under 18 years old rank as one of the most common age groups to be hit and injured by a vehicle in Delaware, the Education and Enforcement Subcommittee has been discussing ways to reach out to schools to help teach children at a younger age the proper way to behave on and around roadways. Pending a more permanent way of teaching pedestrian safety in schools, the subcommittee recommended that DelDOT, through its Safe Routes to School Program, reach out to schools to emphasize the gravity of the problem in Delaware and provide important tips that schools can share to their students. In response to this recommendation, DelDOT sent a letter, with accompanying flyer, to more than 250 schools across the state asking them to post the flyer in their school. The flyer listed ways to make walking safer for everyone. The letter also provided a script regarding pedestrian safety that schools can include in their announcements.

Another notable accomplishment in 2017 was the inclusion of the White Cane Law in the revised final statewide driving exam for driver education.

- **Funding of Reflective Items and Educational Materials.**

As part of Delaware's first Pedestrian Safety Awareness Month activities, the Council utilized \$5,700 of its funding towards the purchase of reflective t-shirts, safety lights, and educational materials for dissemination to the public. DelDOT and OHS distributed the materials at the following dates and events in October:

- Governor's Cup 5K, October 17th at the Governor's Mansion in Dover
- Pedestrian Safety Event, October 20th at the Dover Public Library
- Boo at the Zoo, October 20th – 21st at the Brandywine Zoo
- Delaware Middle Schools Cross Country Championship, October 25th at the Browns Branch County Park in Harrington

- **Online Reporting of Deficiencies in the Pedestrian Environment.**

The Built Environment Subcommittee recommended adding a feature on DelDOT's website for the public to report deficiencies in the pedestrian environment. The original intention was to create a separate means for professionals conducting travel, training and orientation to report these deficiencies. The Council recommended to expand this to make it easier for anyone to report such deficiencies. With this recommendation, *Pedestrian* has been added on the drop-down list under *Report A Condition* on DelDOT's website.



Members of the Pedestrian Council listen to a presentation by DelDOT Project Manager John Gaines in their October 2017 meeting.

Information Presented to and Reviewed by the Pedestrian Council

To keep abreast of pedestrian related issues, policies and projects, the Pedestrian Council regularly invites presenters to its meetings. The following presentations were made in 2017:

<p style="text-align: center;">April 25, 2017</p> 	<p>Jonathan Adkins, Executive Director of the Governors Highway Safety Association, gave a presentation on their annual report entitled - Pedestrian Traffic Fatalities by State: 2016 Preliminary Data. He cited that for 2016, Delaware has the highest rate (1.89) of pedestrian fatalities by 100,000 population by state. He also talked about some countermeasures such as engineering, enforcement and public education and their ranking from most effective to least effective.</p>
<p style="text-align: center;">June 27, 2017</p>	<p>C.R. McLeod, Director of DelDOT's Community Relations, provided the Council an update regarding two bills in the general assembly impacting bicyclists and pedestrians. First is SB 78 which enhances penalties to those who harm pedestrians through inattentive driving or not following the roads. Second is HB 185 which is a bicycle friendly act to update Delaware's standards to the national standards.</p>
<p style="text-align: center;">August 22, 2017</p> 	<p>Kyle Clevenger, P.E., of Pennoni Associates, discussed a study being conducted by DelDOT to improve pedestrian safety along a 7-mile stretch of U.S. 13 in New Castle County from Llangollen Boulevard to A Street. This section of U.S. 13 has a history of high pedestrian crashes.</p>
<p style="text-align: center;">October 24, 2017</p> 	<p>John Gaines, Project Manager at DelDOT, gave an overview of the pedestrian component of the recently constructed POW/MIA Parkway in Dover. The project starts from near Rodney Village Shopping Center on U.S. 13 and ends at the intersection of North Street and Saulsbury Road. The pedestrian component of the project consists of a 5-ft sidewalk near Rodney Village and eventually turning into a 10-ft multi-use path at North Street.</p> <p>Derek Sapp, Sussex County Subdivision Manager, Development Coordination Section of DelDOT, gave the Council an overview of the process for requiring developers to construct pedestrian facilities or make a fee payment in lieu of.</p>

Subcommittee Summaries and Updates to Recommendations

In 2016, the three subcommittees developed recommendations that were reviewed and approved by the Pedestrian Council. Some of these recommendations will require more time to address while some have been completed. Below are the updates to these recommendations as of the end of 2017 and some key subcommittee accomplishments.

Built Environment Subcommittee

The Built Environment Subcommittee continued to review existing programs, policies, design standards and best practices used both in and out of the state. Subcommittee members listened to presentations regarding Pedestrian Accessibility Standards, Object Recognition Software for Multi-Modal Analysis, and the Elkton Pedestrian Plan Development.

This subcommittee also recommended adding a feature on DelDOT's website for the public to report deficiencies in the pedestrian environment. With this recommendation, *Pedestrian* has been added on the drop-down menu under *Report A Condition* on DelDOT's website.

The following recommendations were made by the Built Environment Subcommittee in 2016 and DelDOT's update as of the end of 2017:

1. ***Recommend that DelDOT develop guidance and design standards for pedestrian median and sidewalk barriers, and prioritize locations for their use.***

Median barrier or sidewalk fencing to deter pedestrians from crossing at inappropriate locations has been identified as a long-term recommendation in DelDOT's Pedestrian Safety Audits for after other improvements have been completed. Other states have tried barrier/fencing at similar high-crash locations, where other engineering improvements have also been made to improve the safety and accessibility of controlled crossings and to enable pedestrians to safely reach these crossing locations. However, there is no guidance or design standards for them, or a process to prioritize locations for their use. Considerations such as context sensitive design and crashworthiness need to be included. The Legislative and Policy Subcommittee also endorsed this recommendation.

2017 Update: DelDOT planners and engineers are brainstorming and researching various median barrier ideas and designs for pedestrian safety purposes. DelDOT recently completed a study to install barriers and other safety treatment on a high pedestrian crash stretch of U.S. 13 in New Castle south of Wilmington. The project is moving forward to design this year.

Other options are also being explored, such as installation of bushes/landscaping or even the idea of simply not mowing the grass. The latter option may not be aesthetically pleasing and may elicit public opposition.

2. *DelDOT create a method of publicly tracking and recording progress on implementing the complete streets policy and reporting on waivers granted.*

DelDOT's Complete Streets Policy and draft implementation plan reference a waiver process and also suggest that data be collected on DelDOT's efforts to implement the policy. This recommendation is to implement these elements and provide a public tracking and reporting method.

2017 Update: *DelDOT's Complete Streets Implementation Plan is still under review. This recommendation will be addressed once the plan is formally adopted.*

3. *Update department's sidewalk maintenance policy to include a schedule of inspection. Dedicated funding and resources shall be made available for maintenance and repair of on and off-road DelDOT bicycle and pedestrian facilities.*

One thing that DelDOT does well is measuring road conditions and DelDOT has a robust maintenance model in its handling of roadway maintenance. Parity of pedestrian facilities is needed, with dedicated staffing, funding, and other resources to maintain those pedestrian facilities that DelDOT is responsible for.

2017 Update: *DelDOT conducted an inventory of state maintained sidewalks several years ago through its Pedestrian Access Route Program (PAR). The sidewalks were reviewed for ADA compliance and were mapped accordingly. The map is regularly updated as new sidewalks get completed and old ones repaired/upgraded to current standards. Right now, the process of updating this map is tedious because it is done manually. However, a mobile app is now being developed that would enable responsible DelDOT personnel to make immediate updates to the map while on the field conducting inspections. In addition to this, the PAR Program is developing a prioritization process for sidewalk repairs.*

The recommendation to revise the department's sidewalk policy still needs to be explored.

4. *There should be one section, with appropriate resources (e.g. staffing, funding, etc.), within DelDOT that coordinates various programs to ensure gaps in the bike and pedestrian networks are filled and resources are maximized. This section shall be responsible for ensuring project limits include key origins and destinations and are connected to the network at logical termini.*

While DelDOT has an approved Complete Streets Policy and Pedestrian Accessibility Standards, DelDOT staff with multi-modal expertise and responsibilities are scattered within the agency and are often not included in project scoping decisions or Department plan

reviews until the later phase. Additionally, there is the need to keep pedestrian facility inventory information updated and to improve project coordination.

2017 Update: *DelDOT's Bicycle and Pedestrian Coordinators, under the Division of Planning, are included in the department's plan distribution list. This means they get to review construction plans for all DelDOT projects starting from survey, preliminary, semi-final, and final. They also review and provide input to plans submitted by private developers through DelDOT's Development Coordination Section. They make sure that bicycle and pedestrian facilities are incorporated in all projects where required.*

Other plan reviewers include planners, engineers and project managers who are knowledgeable on bicycle and pedestrian facilities and ADA requirements.

5. ***Recommend that DelDOT complete and implement the ADA Transition Plan in accordance with FHWA requirements.***

DelDOT is working on finalizing and obtaining Federal Highway Administration (FHWA) approval of its ADA Transition Plan. DelDOT has an obligation to alleviate all of the non-compliant features within its right-of-way. This recommendation is to prioritize the resources necessary to implement the Plan.

2017 Update: *DelDOT's ADA Transition Plan has been completed but is still under review by FHWA.*

Education and Enforcement Subcommittee

The Education and Enforcement Subcommittee continues to explore and engage in best practices to increase pedestrian safety knowledge and behavior. Various partners including; OHS, DelDOT, DOE, DNREC, Safe Kids, Division for the Visually Impaired (DVI), Delaware State Police, and more, met four times during 2017. Subcommittee members met to discuss improvements to pedestrian safety for young children, plan outreach events, and better coordinate efforts.

The Subcommittee also recommended that October become "Pedestrian Safety Month" in Delaware. This was made official by decree of Governor Carney for 2017, with the hope that official legislation will occur in 2018 to create permanence.

1. ***Recommend that DelDOT work with Delaware State Police (DSP), local law enforcement, Office of Highway Safety (OHS), and others to develop and conduct a "Share the Road***

Safety Class” and that the Pedestrian Council endorse the class as an educational supplement to pedestrian ticketing.

Based off a similar program in Portland, Oregon, that targets pedestrians, bicyclists, and vehicle drivers that are ticketed for various offenses related to pedestrian safety. This class is a one-time opportunity for offenders to have their tickets dismissed in exchange for an educational experience on how non-motorized and motorized users of the roadways should interact with each other. The class is sustained through a small fee, much cheaper than the overall cost of a ticket. Portland officials have considered their program to be successful, although it is mostly targeted at bicyclists. This class would be voluntary for individuals ticketed.

2017 Update: *Some legislation changes need to happen to make this possible. This recommendation will be forwarded to the Legislative and Policy Subcommittee for further exploration.*

- 2. Recommend that DelDOT establish and use data-driven thresholds for targeted outreach to specific schools regarding the Safe Routes to Schools program.*

As of now, Safe Routes to School improvements work on a voluntary basis or through some other improvement system. This recommendation is to establish data sets that would assist schools in determining if they have a pedestrian issue. This would allow DelDOT to create a greater sense of urgency for needed improvements. Although ineligible for Safe Routes to Schools, this program could be expanded to high schools and universities.

2017 Update: *This recommendation is still under consideration and will be pursued pending the availability of funding and manpower. Safe Routes to School Program was created and funded in 2005 by the federal government through the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users (SAFETEA-LU). This was replaced in 2015 by Fixing America’s Surface Transportation Act (FAST) which no longer provides funding for SRTS. DelDOT is exploring ways to keep the program going through other funding sources.*

- 3. Recommend that DelDOT work with the Office of Highway Safety, Department of Education (DOE), and school districts to conduct crossing guard training prior to each school year and that the Pedestrian Council endorse the recommendation that crossing guard training be required on an annual basis for all non-law enforcement crossing guards in Delaware.*

Through conversations with AAA Mid-Atlantic and with DelDOT, it was clear that there was a gap in training for crossing guards in Kent and Sussex Counties. It is important that crossing guards know the responsibilities of being a crossing guard and can become the prime educator for teaching children how to cross the road properly. Very few school

districts in these two counties have participated in free training for crossing guards, and when asked to participate earlier this year, many were non-responsive. By making training mandatory, this will eliminate this need.

2017 Update: *DelDOT will work with AAA or DSP to initially offer some trainings this year. An evaluation of this undertaking will be conducted afterward in order to plan the next steps.*

4. *Recommend that DelDOT work with the Office of Highway Safety, Department of Education, and school districts to consider including pedestrian safety education for school aged children.*

Children 5-9 years old rank as one of the most common age groups to be hit and injured by a vehicle in Delaware. Most of these crashes are on low speed roadways limiting the severity of the injury. This is to help teach children at a younger age the proper way to behave on/around roadways.

2017 Update: *DelDOT, OHS and DOE are still brainstorming this. For the meantime, DelDOT, through the Safe Routes to School Program, sent out letters and flyers to schools throughout the state offering tips on how to make walking safer for everyone. The letter also included a script that can be read over school announcements.*

5. *Recommend that section 3.2.14 of the Defensive Driver curriculum be amended from its current language of “Pedestrian” to read “Pedestrians, including pedestrian safety, yielding to pedestrians, White Cane Law, and active traffic devices for pedestrian crossing such as HAWK signals and Rectangular Rapid Flashing Beacons.”*

The current curriculum for defensive driving courses had a one word statement of “pedestrians”, which meant that any education involving pedestrians would be extremely limited. With new laws involving vulnerable users, White Cane Law, as well as pedestrian dedicated traffic signals, it is important that Delaware’s drivers be educated on how they operate.

2017 Update: *The Division of Motor Vehicle (DMV) added the recommended verbiage above to the Defensive Driving Regulation. The entire document is still under review and is expected to be made available to the public this fall.*

6. *Recommend upon request that the annual Pedestrian Council budget consider including pedestrian safety and educational materials.*

Conspicuity Enhancement is an effective, science-based traffic safety countermeasure for reducing pedestrian crashes. The purpose of enhancing conspicuity for pedestrians is to increase the opportunity for drivers to see and avoid pedestrians, particularly at night. Pedestrians who are more visible are less likely to be struck. In accordance with Delaware's Strategic Highway Safety Plan, the Delaware Office of Highway Safety has an implementation strategy in place to distribute retro-reflective materials as part of pedestrian safety and educational campaign efforts. This recommendation is for the Pedestrian Council to assist OHS by providing funding for these giveaway items.

2017 Update: *At the August 2017 meeting, the Council approved the request of OHS for the purchase of reflective t-shirts and other items for giveaways during Pedestrian Safety Awareness Month. As of December 31, 2017, \$5,700 of the Council's fund was used towards the purchase of these items.*

Legislative and Policy

In 2017, the Legislative and Policy Subcommittee monitored legislations relating to pedestrians and bicyclists. First, was Senate Bill 78 which "enhances penalties for drivers who cause serious physical injury to a vulnerable user." Second was House Bill 185 which was a "Bicycle Friendly Act" to update Delaware's standards to the national standards. Both bills were signed into law by Governor John Carney on October 5, 2017.

The subcommittee intends to work with legislators this year to permanently declare October as Pedestrian Safety Awareness Month for Delaware.

Below are the recommendations made by this subcommittee in 2016 along with 2017 updates from DelDOT:

1. *Adopt the revised bus stop policy being prepared by the Delaware Transit Corporation that contains the following language:*

- A joint DelDOT Traffic/DTC engineering review shall be undertaken for any proposed new bus stops along multilane commercial highways that are located more than 200 feet from a signalized crosswalk to determine the appropriate means of crossing pedestrians across the highway at the midblock bus stop location before the new bus stop is constructed.
- If data indicates that an existing bus stop generates midblock crossings, DTC and DelDOT will make every effort to move the bus stop to a safer location within the near vicinity or provide a safe, accessible midblock pedestrian crossing at the site of

the bus stop.

DelDOT Traffic's Pedestrian/Bicycle Safety Working Group identified a correlation between locations of pedestrian fatal crashes and high numbers of transit users getting on and off buses. Anecdotal evidence exists of bus passengers being involved in pedestrian crashes. Additionally, DTC's Bus Stop Policy has not been revised since 2000. The subcommittee thought that reviewing the policy could be an opportunity to make possible pedestrian-safety motivated revisions to ensure safe access for pedestrians, safe pull-offs for buses, and not promoting mid-block activity.

2017 Update: The revision of DTC's Bus Stop Policy has been completed.

2. Adopt a Complete Streets Implementation Plan that contains the following:

- More specific recommendations related to development projects, including requirements for developers along multilane commercial corridors to provide necessary pedestrian safety infrastructure to prevent midblock crossings from occurring due to development of specific parcels. Requirements for non-motorized safety improvements on these corridors will be provided by the Safety Programs Manager or designee.
- More specific recommendations related to school projects.
- Improved guidance regarding the selection of design speeds for non-freeway classified roadways that promote slower vehicular speeds and more compatibility with non-motorized road users.
- In the section "New Roads, Road Expansion & Roadway Redesign Projects", add the following policy direction: "Widening projects will strongly consider and include as appropriate all pedestrian safety countermeasures including but not limited to signalized crosswalks, lighting, well placed bus stops and barriers to discourage pedestrian crossings at inappropriate locations."
- More specific requirements for Department projects to extend the limits of Capital projects to include key pedestrian origins and destinations if necessary to ensure that these origins and destinations are connected seamlessly to safe pedestrian road crossing infrastructure.
- In addition, DelDOT will offer, on an annual basis, training regarding Complete Streets for DelDOT and/or Municipal design, construction, maintenance staff and consultants. DelDOT will define staff required to take this training.

DelDOT's Complete Streets Policy has been in effect since 2010. However, the Complete Streets Implementation Plan is still being finalized. This recommendation is based on the fact that mid-block crashes on multilane commercial highways account for most pedestrian fatalities in Delaware. Additionally, it needs to be recognized that high speed roads are

generally incompatible with pedestrian safety and comfort. The Built Environment Subcommittee also approved the training recommendation, in order to ensure that all persons tasked with implementing capital projects are aware of the policy, implementation plan, and best practices.

2017 Update: *The Complete Streets Implementation Plan, along with the above recommendations, is still under review.*

3. *Revise the state's E-Crash Form so that it automatically prompts investigating officers to provide the pedestrian trip origin and destination (if known) for pedestrian crashes. It is noted that this recommendation is currently being implemented by the Delaware Criminal Justice Information System (DELJIS) and is in production as of December 2016.*

For pedestrian crashes, DelDOT Traffic's Pedestrian/Bicycle Safety Working Group identified the need for trip information. The State's "E-Crash form does not currently prompt police to provide trip information for pedestrian crashes. Engineers and others are missing a critical piece of the puzzle when analyzing pedestrian crashes because of the absence of data on trip origins/destinations for pedestrians involved in crashes.

2017 Update: *Completed on December 8, 2016.*

4. *DelDOT will prioritize, fund and expand the Pedestrian Safety Audit Program to complete a minimum of three (3) corridor audits per year. Improvements shall be programmed into the Capital Transportation Plan (CTP) within one year following the completion of the audit. One or more representatives from the Delaware Transit Corporation shall participate in all Pedestrian Safety Audit Program site visits.*

One of the strategies in Delaware's Strategic Highway Safety Plan to reduce pedestrian fatalities and serious injuries is to conduct pedestrian safety audits at high-crash locations. DelDOT's crash data review identified principal arterial roadways in New Castle County with a high concentration of pedestrian crashes. DelDOT Traffic Safety leads the safety audits, which include the following steps: review pedestrian & bicycle crash history along the corridor; perform pedestrian observations & counts; compile existing data, including pedestrian facilities (sidewalk, pedestrian signals, etc.), bus stop locations and ridership data, roadway facilities (channelization, lighting, etc.), and vehicular and pedestrian volumes; develop existing condition maps; conduct walking tour of corridor with stakeholders; perform additional analysis to evaluate potential improvements (short and long-term); and present improvements to stakeholders for concurrence. This recommendation is to expand the program to ensure that all high-crash corridors are evaluated and to also consider corridors with similar characteristics in order to prevent pedestrian crashes along these

corridors from increasing. The Built Environment Subcommittee also approved this recommendation.

2017 Update: The following Pedestrian Safety Audits were conducted in 2017:

- *Concord Pike (from Rocky Run Parkway to Brandywine Parkway) – completed in 2017. This project is funded and expected to go to construction in spring 2019.*
- *Philadelphia Pike (from State Line to Lea Boulevard) – the study is complete but final comments are being addressed.*
- *US 40 (from SR 72 to Buckley Boulevard) – started in 2017 and is expected to be completed in 2018.*

Some of the projects related to the implementation of the various pedestrian safety studies completed in recent years:

- *US 13/US 40 Pedestrian Safety Study (from Buckley Boulevard to SR 273). Sidewalk and barrier projects currently under design. This project is funded and expected to go to construction in FY21, although some break-out projects may go to construction sooner than that.*
- *US 13/DuPont Highway Pedestrian Safety Study (from SR 273 to Market/Walnut split). Accessible Pedestrian Signal/crosswalk improvements at the intersection of US 13 and Wildel Avenue were implemented in 2017. Additional recommendations are in design as part of the same project noted in the previous bullet point.*
- *SR 273 (from US 13 to Marrows Road). Hawk signal was installed at Georgetown Manor in 2017. There is also a project that is going to construction in 2018 that includes pedestrian facilities on SR 273 (from Airport Road to Appleby Road) and a sidewalk project going out to bid (from Old Baltimore Pike to Eagle Run Road).*
- *SR 48 (from West Court Drive to North DuPont Road). Study was completed in 2016. Project is funded and expected to go to construction in spring 2019.*

5. *To reduce time and difficulties encountered when DelDOT reconstructs existing public use pedestrian facilities crossing private property, amend Delaware Code to grant DelDOT the power and authority to temporarily trespass on private property to reconstruct existing public use pedestrian facilities to a contemporary standard.*

Currently DelDOT has powers and authority to grant access to the public roadway network; has power and authority to require pedestrian facilities in the public right of way during development coordination or public works permitting activities; and has the power of eminent domain to acquire property rights for public purposes. Over the course of time pedestrian facilities have been constructed in the public right of way and standards for pedestrian facilities have evolved. DelDOT has a responsibility to the pedestrian in the public right of way and is leveraging as many resources as possible to bring pedestrian facilities to contemporary standards. When DelDOT has a proposed project, such as an alteration

(pavement rehabilitation) project, DelDOT desires to remedy as many non-compliant pedestrian features as possible. When DelDOT desires to remedy pedestrian features this may temporarily affect private property owner rights. A typical process when trespassing on private property would involve a right-of-way acquisition phase which can create challenges even though the end result is a modern pedestrian facility in the public right-of-way.

2017 Update: *A review of the Delaware Code revealed that DelDOT already has the authority to enter onto private land to repair and reconstruct existing facilities [17DE.C.§132(c)(13)]. Roadways, where the sidewalks are a concomitant or subsidiary element of the roadway, that have been used by the public and maintained at the public expense for 20 years can no longer be deemed private. They are deemed public roads [17DE.C. §509]. As a courtesy, DelDOT will provide written notice to the land owner prior to entering the property.*

6. *DelDOT Planning liaisons with each local land use agency should promote non-motorized road user safety and accessibility concerns with the land use agency when reviewing development of parcels along roads and work to incorporate necessary developer improvements to promote safe non-motorized movements.*

The purpose of this recommendation is to improve DelDOT coordination with local land use agencies and to provide additional guidance to DelDOT's Development Coordination section regarding its role in implementing the Department's Complete Streets Policy.

2017 Update: *The counties require developers to have their plans reviewed and approved by DelDOT before they can be issued permits. Following the Delaware Strategies for State Policies and Spending, DelDOT's Development Coordination Section requires that developments under Levels I and II provide shared-use-paths/sidewalks or if this is not feasible, to pay a fee-in-lieu. DelDOT sets aside these in-lieu fees for use in constructing pedestrian facilities in other places. Developments under Levels III and IV are required to provide SUPs/sidewalks if they abut an existing facility or if the proposed projects will generate a total of 2000 Average Daily Trips.*

DelDOT's Bicycle and Pedestrian Coordinators also review all of these plans to make sure the required bicycle and pedestrian facilities are present. In 2017, they reviewed more than 400 plan submissions.

Additionally, DelDOT encourages local governments to think about pedestrian and bicycle travel, and transit access, in their planning related to Transportation Improvement Districts (TID). TIDs are a way of comprehensively coordinating land use and transportation between local land use agencies and DelDOT, and ensuring that developer funding is provided to complete needed projects.

Topics for Further Discussion in 2018

The following topics were discussed by the Pedestrian Council or its subcommittees in 2017 but recommendations were not finalized and additional discussion is planned.

- Pedestrians under the influence.

Crash data shows that a high percentage of pedestrian fatalities involved pedestrians under the influence. The Council and the Education and Enforcement Subcommittee will continue to discuss this topic with the goal of identifying ways to educate and work with impaired pedestrians and how law enforcement officials can be trained to better identify who is at fault during pedestrian fatalities cases.

- Marked versus unmarked crosswalks.

Title 21 of the Delaware Code gives pedestrians the right-of-way while crossing a roadway within a crosswalk. It also made reference to crosswalks being marked and unmarked. Most people are familiar with marked crosswalks which are identifiable by pavement marking lines of contrasting texture, style or color. Unmarked crosswalks on the other hand can be more challenging to identify and had been the subject of discussions at subcommittee meetings.

- Object recognition for multi-modal environmental analysis.

This is a project being developed by the University of Delaware through funding from the State Planning and Research Program. Bicycle and pedestrian traffic is difficult and misleading to count with existing hardware in mixed-traffic conditions. This software will be able to identify and count pedestrians, bicyclists, automobiles, and other things to provide a better understanding of what is actually going on. The Built Environment Subcommittee is supportive of this project and is interested in seeing its completion.

- Surveys.

Pedestrian fatalities continue to increase in the state. In 2017, 34 pedestrians were killed on Delaware roadways. It represents an alarmingly high percentage of the total number of persons killed in crashes (28 percent). The 2015 national average was 15 percent. Surveys are important in understanding the public's perception and attitude regarding issues like pedestrian safety (e.g. Is it important to them?, Why pedestrians behave the way they do?, etc.).

Appendix A, Pedestrian Fatalities


Pedestrian traffic fatalities increased from 27 in 2016 to 34 in 2017. Of these fatalities, 17 were from New Castle County, 5 from Kent County and 12 from Sussex County. Pedestrian fatalities account for 28.8 percent of all traffic fatalities in Delaware in 2017. The 2015 national average of pedestrians killed relative to the total number of persons killed in crashes was 15 percent.

Pedestrian Fatalities in Delaware, 2016 vs 2017

	2016	2017
Total Traffic Fatalities	120	118
Number of Pedestrian Fatalities	27	34
Pedestrian Fatalities by County		
New Castle	18	17
Kent	6	6
Sussex	3	11

Appendix B, Pedestrian Safety Awareness Month Proclamation

STATE OF DELAWARE



OFFICE OF THE GOVERNOR

STATEMENT IN OBSERVANCE OF PEDESTRIAN SAFETY AWARENESS MONTH

Whereas, the State of Delaware promotes walking as a form of transportation and physical activity that is economical and environment-friendly; and

Whereas, walking should be made safe and convenient for all Delaware residents and visitors; and

Whereas, the Governors Highway Safety Association, in a recent study, ranked Delaware as the state with the highest pedestrian fatality rate in 2016; and

Whereas, efforts to prevent these pedestrian fatalities include, among others, education and enforcement, pedestrian safety audits and studies, and infrastructure improvements; and

Whereas, the Delaware Advisory Council on Walkability and Pedestrian Awareness approved a motion recommending the designation of October as Delaware Pedestrian Safety Awareness Month; and

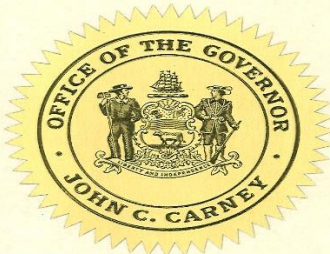
Whereas, the Council also recommended that the Department of Transportation work with the Office of Highway Safety and other stakeholders to encourage all state agencies and interested organizations to acknowledge and support pedestrian safety awareness during that month; and

Whereas, the month of October was chosen to coincide with Walk to School Day (first Wednesday of October) and White Cane Safety Day (October 15th), and it is also the time of the year when it starts to get dark early and pedestrians are more likely to get struck by vehicles.

*Now, Therefore, We, John Carney, Governor,
and Bethany Hall-Long, Lieutenant Governor,
do hereby declare October 2017, as*

PEDESTRIAN SAFETY AWARENESS MONTH

in the State of Delaware, and urge all state agencies and interested organizations to work with the Delaware Department of Transportation, Office of Highway Safety and other stakeholders to observe this month with appropriate programs and activities to promote pedestrian safety awareness.



John C. Carney
John C. Carney
Governor

Bethany A. Hall-Long
Bethany A. Hall-Long
Lieutenant Governor

17-1435
Number

Appendix C, List of 2017 Council Members

	Contact	Appointed	Alternate
Secretary of DelDOT	Jennifer Cohan		Deputy Secretary Nicole Majeski
Secretary of DNREC	Shawn Garvin	David Bartoo	
Secretary of DOS	Jeffrey W. Bullock	Douglas Denison	
Secretary of DSHS	Robert Coupe	Jana Simpler	
Secretary of DHSS	Kara Odom-Walker	Fred Breukelman	
Secretary of DOE	Susan Bunting	Michael Wagner	
Chair of the State Council For Persons with Disabilities	Jamie Wolfe		
Chair of the Wilmington Metropolitan Area Planning Council	John Sisson		Tigist Zegeye
Chair of the Delaware Developmental Disabilities Council			
Chair of the Dover-Kent Metropolitan Area Planning Council	Mayor Robin Christiansen	Rich Vetter	Jim Galvin

Sussex County Administrator	Todd Lawson	Jennifer Walls	
President of the Delaware Healthcare Association	Wayne Smith		
Executive Director of the American Heart Association	Jonathan M. Kirch		
DelDOT ADA Title II Coordinator	Todd Webb		Wendy Henry
Department of State ADA Title II Coordinator	Marsha L. Carson		
One citizen representative who has a physical disability appointed by the Governor			
One citizen representative who has a visual impairment appointed by the Governor			
Such other persons as the Governor may appoint from time to time	James Lardear AAA		
Such other persons as the Governor may appoint from time to time	William Payne Care Giver		

Appendix D, List of 2017 Subcommittee Members

Built Environment Subcommittee Members	
Chair, John Sisson	john.sisson@state.de.us
Co-chair, Rich Vetter/James Galvin	james.galvin@doverkentmpo.org
Paul Moser	paul.moser@state.de.us
Tom Nickel	thomas.nickel@state.de.us
Linda Osiecki	linda.osiecki@state.de.us
William Payne	ubpayne@verizon.net
Jennifer Walls	jennifer.cornwell@sussexcountyde.com
Debra Young	dyoung@empowerability.com

Education and Enforcement Subcommittee Members	
Chair, Richard Klepner	richard.klepner@state.de.us
Co-chair, Peter Haag	peter.haag@state.de.us
Brian Clarke	brian.clarke@state.de.us
Darlene Cole	darlene.cole@state.de.us
Lt. Tracy Condon	tracy.condon@state.de.us
Lauren Devore	lauren.devore@state.de.us
Chip Kneavel	thomas.kneavel@state.de.us
Kim O'Malley	kim.omalley@state.de.us
Linda Osiecki	linda.osiecki@state.de.us
Mike Wagner	michael.wagner@state.de.us

Legislative and Policy	
Chair, C.R. McLeod	charles.mcleod@state.de.us
Co-chair, Jim Lardear	jlardear@aaamidatlantic.com
Matt Cox	matthew.cox@state.de.us
Richard Klepner	richard.klepner@state.de.us
Nicole Majeski	nicole.majeski@state.de.us
Tom Nickel	thomas.nickel@state.de.us
Bill Thatcher	bill.thatcher@state.de.us
Adam Weiser	
Amy Wilburn	dioglaert@verizon.net
James Wilson	james@bikede.org

Appendix E, List of 2017 Support Staff

Support Staff	
Drew Boyce	Director of Planning
Jeff Niezgoda	Assistant Director of Planning
Anthony Aglio	Planning Supervisor
Maria Andaya	Pedestrian Coordinator
Farzana Atique	McCormick Taylor